



**Planning, Development
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■ **HARDISON AND CLARK RESIDENTIAL HOTEL [TRC Plan Review]**

∞ Initial Review Note ∞

All comments are based on adopted policy documents, specific City of Wilmington Land Development Code (CofW LDC) and City of Wilmington Technical Standards and Specifications Manual (CofWTSSM) requirements in effect at the time of this review. These have been noted after the comment as appropriate for your ease in further research.

The City Engineer may administratively approve dimensional variance requests per LDC Sec. 18-348. If the Applicant feels further interpretation is in order, please contact Transportation Planning directly to discuss in additional detail. Please apply for all administrative variances in writing, an email is acceptable or this may be included on the plan set. Please see Sec. 18-348 of the Land Development Code for the information required to process a variance request.



BASE INFORMATION:

- Revise all sheets to accurately illustrate the existing conditions on and surrounding this parcel. Show all adjacent traffic signs, lane configurations, traffic control devices and pavement markings on the site inventory plan. Please refer to the Technical Standards and Specifications Manual (link is below) Ch. VII C.1.a.2. for specific information and distance requirements.
- Show the location of the marked Bus Stop and Bike Lanes on the site plan.
- Show the location of Parking Signs and No Parking Signs on the site plan.

NCDOT:

It is the Applicant's responsibility to coordinate directly with NCDOT to determine if any driveway permits/ revisions/ review processes are required. Contact Allen Hancock, PE at 910. 251.2655. Please note additional comments may be forthcoming once coordination occurs.

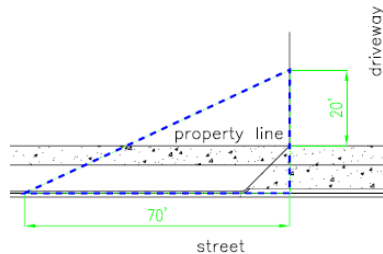
TECHNICAL STANDARDS – DRIVEWAY ACCESS (Non-Major Thoroughfares):

1. The driveway curb return must be at least 6.5' from intersecting property lines at the Southern property line. [[Chapter VII, C, Table 4 CofWTSSM](#)]
2. The primary driveways along side streets not classified as a major thoroughfare must have corner clearance of 60' measured along the curb line. [[7-13 CofW Tech Stds](#)]

TECHNICAL STANDARDS – ACCESS (driveway, sidewalk, and sight distance):

3. Show driveways for adjacent lots and lots across the street on 21st Street.
4. The site has a second driveway apron shown on 21st Street. Note whether this existing driveway will be closed. Extend the curb along the proposed closure (2nd driveway) and restore the verge area to match the existing/proposed.

5. Show proposed driveway centerline elevations at both the front and the back of each concrete driveway apron, at the curb line, property line & points at 26' and 52' behind the property line. [\[Chapter VII, C\(1\)\(a\)\(2\)12 CofWTSSM\]](#)
6. Dimension driveway widths and tapers for the proposed driveway. [\[Sec.18-529 CofW LDC\]](#)
7. The site requires a two-way driveway. The minimum two-lane driveway width is 23'. [\[7-9 CofW Tech Stds\]](#)
8. Provide dimensions for the proposed and existing sidewalk(s).
9. Show all adjacent traffic signs and pavement markings on the plan. [\[Sec. 18-529\(b\)\(2\) CofW LDC\]](#)
10. Show and apply the City's 20'x70' sight distance triangle at each driveway on the site plan and landscaping plan. [\[Sec.18-529\(c\)\(3\)CofW LDC\]](#) Add a note indicating that all proposed vegetation within sight triangles shall not interfere with clear visual sight lines from 30"-10'. [\[Sec.18-566 CofW LDC\]](#)



TECHNICAL STANDARDS – PARKING:

11. The proposed parking spaces are within the area of a 15' Private Access Easement, which extends to adjacent property owners parcels. This must be resolved. Also, Private Access Agreements must be current and properly filed for this lot and the adjacent parcels.
12. The site appears to be proposing off street parking areas. Ensure these areas are not within the area of restricted parking or no parking areas.
13. Dimension parking stalls (length and width), radii and parking aisles. [\[Sec. 18-529\(b\)\(2\) CofW LDC\]](#)
14. The minimum standard vehicle parking space size is 8.5' in width by 18' in length.
15. The minimum small vehicle parking space size is 8' in width by 16' in length. Small vehicle parking spaces must not exceed 25% of the required parking and must be signed alerting drivers to the limited size. [\[Detail SD 15-13 CofW Tech Stds\]](#)
16. The minimum radius is 25' for any portion of a parking lot adjacent to a travel way (i.e. islands at the end of a parking bay) for parking that is open to the public. If the travel way will not be used for emergency service vehicles or truck traffic, you may request a tighter radius, the minimum is 15'. This request must be made in writing (an email message is acceptable). [\[Chapter VII, Detail SD 15-13 CofWTSSM\]](#)
17. Twenty-four feet (24') is the minimum drive aisle width behind perpendicular parking.
18. Please ensure the propose Garbage Can Storage area is not located within a drive aisle.
19. Show the location of any required buffers, hedges and landscaping, around parking areas and between R-10 and CB zoning areas.
20. Protection from vehicles is required around all required landscaped areas within vehicular areas.
21. Provide wheel stops for parking spaces perpendicular to any proposed retaining walls to allow for car overhang and prevention of cars hitting the wall or fence.
22. As the developer has chosen to provide automobile spaces, bicycle parking shall be provided in accordance with Sec. 18-528. Add the required and the proposed number to the site data table and graphically indicate on the plans the location of bike parking. [\[Sec.18-528 CofW LDC\]](#)

TECHNICAL STANDARDS – Barrier Free Design:

23. The site does not show the location of any handicap parking spaces or other facilities. Show the handicap parking space(s) on the site plan required for a commercial business facility.

24. Note the required and proposed number of handicapped spaces in the development data. [\[Sec. 18-529\(b\)\(2\) CofW LDC\]](#)
25. Please show location of handicap ramp(s) and signs and provide details on the plan.
26. Note/label the plan with spot elevations that clearly indicate the accessible route from the HC space(s) to the building. [\[Sec. 18-529\(b\)\(2\) CofW LDC\]](#)

GENERAL NOTES TO ADD TO THE PLAN:

- A. All pavement markings in public rights-of-way and for driveways are to be thermoplastic and meet City and/or NCDOT standards. [\[Detail SD-13 CofW Tech Stds\]](#)
- B. All signs and pavement markings in areas open to public traffic are to meet MUTCD (Manual on Uniform Traffic Control Devices) standards. [\[Detail SD 15-13 CofW Tech Stds\]](#)
- C. All traffic control signs and markings off the right-of-way are to be maintained by the property owner in accordance with MUTCD standards.
- D. All parking stall markings and lane arrows within the parking areas shall be white.
- E. A utility cut permit is required for each open cut of a City street. Note this on the plan and contact 341-5888 for more details. In certain cases an entire resurfacing of the area being open cut may be required.
- F. Any broken or missing sidewalk panels, driveway panels and curbing will be replaced.
- G. A landscaping plan indicating the location of required street trees shall be submitted to the City of Wilmington Traffic Engineering Division and Parks and Recreation Department for review and approval prior to the recording of the final plat. [\[SD 15-14 CofW Tech Stds\]](#)
- H. Contact Traffic Engineering at 341-7888 forty-eight hours prior to any excavation in the right of way.

MISCELLANEOUS:

- ❖ Permitting of business identification signage is a separate process. NCDOT/ City of Wilmington will not allow obstructions within the right of way.
- ❖ Contact Alina Jakubcanin at 341-7888, Alina.Jakubcanin@wilmingtonnc.gov, to discuss street lighting options.
- ❖ Contact 342-2786 to discuss proposed removal/reconfiguration related to on street parking spaces.
- ❖ Include appropriate City of Wilmington approval stamps prior to submitting final plans.

Please let me know if you have any questions or if I can be of further assistance as this development moves through the review process.